

MOUTRIE'S PIANOS

TO
HIRE
FROM
\$10
Per MONTH.

TUNING AND REGULAR ATTENTION
INCLUSIVE.

[32-3]



Many men, although well equipped with every luxury as far as clothes are concerned, overlook the importance of possessing a really useful Bath Gown.

Our stock consists of a large variety in Cotton, Flannel or Towelling, the prices being extremely moderate.

MACKINTOSH

A CO., LTD.

Men's Wear Specialists,
18, DES VŒUX ROAD. Telephone 29.



HAPPY HIT CIGARETTES

The Real Burley Cigarette

IT'S TOASTED.

An entirely New principle in

Cigarette Manufacture.

SOLE AGENTS:

THE HONGKONG CIGAR STORE CO., LTD.

Hotel Mansions.

Tel. 151.

897

IF YOU ARE A HAMMOND USER

you need not buy a new typewriter when the type get worn; new sets of type are inexpensive, and can be put on in 30 seconds.

Two sets of type are provided with each machine, others to any quantity may be purchased separately.

Simply by turning a wheel, you may change from English to Russian, from Gothic type to Copperplate, or a whole variety of others. There are over 300 varieties of type produced for use on the Hammond typewriter. All or any may be used by any one machine.

This is but one of the many unique features of the HAMMOND TYPEWRITER. Let us demonstrate to you its further advantages.

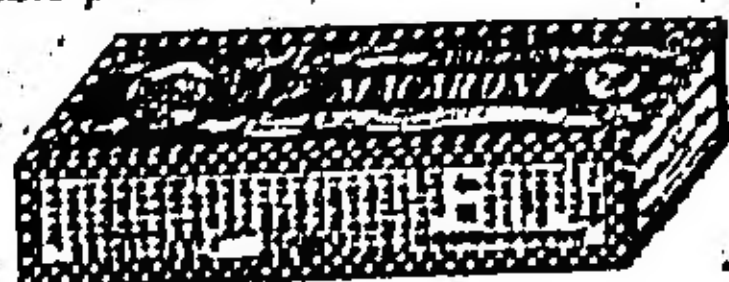
Messrs. BREWER & CO.,
(Sole Agents: Hongkong).

1106]

THE HING WAH PASTE MFG. CO., LTD.

Head Office: Nos. 47 & 48, Connaught Road Central, Hongkong, Tel. Nos. 1239 & 2230.

Our Macaroni, Pasta Stars, Egg-noodles, Vermicelli, or other kinds of our Soup stuffs makes a dainty dish to the Table.
Sold at very reasonable prices.



Lar. quantities have been exported to various important cities in the World. Moderate, especially for Agencies. Orders executed promptly. Inspection and enquiries are cordially solicited.

COTTON ANTI-ADULTERATION ASSOCIATION. EIGHTH ANNUAL MEETING AT SHANGHAI.

This meeting was held at Messrs. Jardine, Matheson & Co.'s offices, Shanghai, on September 30th.

Mr. E. C. Pearce, the Chairman, said:—

During the 12 months under review the testing house has dealt with no less than 1,102,062 piculs of cotton, as against 1,100,197 piculs during the season of 1917-1918. This is the biggest quantity dealt with by the Association since its inception in March 1911. Taking last season's crop as a whole it was, I venture to think, in the absence of reliable Chinese statistics, the largest local crop that we have seen for many years. Taking the Customs figures as a guide from September, 1918, to August, 1919, the total export amounted to 1,211,001 piculs from Shanghai. While the Customs figures give the following deliveries of local manufactures 95 per cent. of which are made out of Chinese raw cotton:

	Total in 1918.	Piculs.
Grey shirtings	25,000	3,640
White shirtings	30,755	41,500
Drills	308,013	233,366
Jeans	45,170	25,154
Shirtings	1,145,679	988,289
Cotton dannels	21,145	15,047
Yarn	925,767	692,000

The figures are practically only for nine months of 1919, so we have still three months to go.

In addition to these quantities, there is a very large local consumption which does not appear in the above figures.

A GREAT FUTURE OPEN.

I have mentioned these interesting figures this year in order to point out to the Chinese authorities the great future possibilities of the cotton industry not only in Shanghai but throughout China, and the consequent importance of safeguarding the raw material against all the evils of adulteration. As time goes on, unless measures for the improvement of cotton growth and local measures against adulteration are taken in hand it must in the long run tell against the industry, which has now taken such a strong hold.

At our last meeting I read you a letter from Mr. N. S. Wang, Chief of the Bureau of Agriculture and Forestry, dated December 25th, 1917, in reply to our letter of the matter of water adulteration, and an increase in experimental work would be taken up. Again, gentlemen, I have to report complete silence on the subject from the Peking authorities.

A COTTON EXPERT RETAINED.

I view of the apparent complete indifference on the part of Peking it may be of interest for you to know that this Association, together with the Millowners' Association, have guaranteed for a period of three years the sum of \$4,000 per annum to obtain the services of a cotton expert to be attached to the University of Nanking to work in conjunction with Mr. Reiser and to devote his whole time to this important question. This was decided upon at a committee meeting last May.

THE BALANCE SHEET.

Turning to our published accounts, you will observe that including Tls. 11,345.85 brought forward from last year, we have a credit of Tls. 37,323.49 which your committee now recommend to be apportioned as follows:

	Tls.
To interest on guarantee fund...	2,100.00
To reserve fund	15,000.00
To investment, fluctuation a/c.	5,000.00
To carry forward	15,223.49
	37,323.49

In spite of the fact that we reduced our testing fees from 7 cents to an approximate 5 dollar cents per picul, the extra amount of cotton that has passed through our hands has added to our estimated profits. Your committee, therefore, in view of these profits have decided to reduce the fees by a further cent and to make these approximately 4 dollar cents per picul from October.

We are placing a further sum of Tls. 15,000 to your reserve fund, bringing this fund up to Tls. 55,000.

Your investments at cost stand at \$7,702.15, while the market quotation for July 21st stood at Tls. 78,035.00. In view of the decline in the value of your debture stock, your Committee consider it advisable to add a further sum of Tls. 5,000 to your investment fluctuation account.

The report and accounts were adopted, and the following gentlemen were elected to serve on the committee for the ensuing year: Messrs. E. C. Pearce, C. W. Beswick, J. M. Flynn, Imamura, K. Otani, and Kobayashi.

SAIGON RICE MARKET.

The Compagnie de Commerce et de Navigation d'Extrême Orient, of Saigon in their report dated September 25th, state:

Since our last advices there is no change to report concerning the rice market; the total prohibition of export is still in force and we have no indication as to the date it will cease.

The prospects regarding the new crop are good; rain is abundant and regular. We do not expect, however, the new paddy to arrive in fairly important quantities before December.

The total amount of rice exported from January 1st up to September 15th, 1919, is 603,110 tons against 1,074,064 tons in 1918.

The dinner-dance at Wiseman's Cafe that had been arranged for next Saturday has been cancelled.

COTTON MILLOWNERS ASSOCIATION.

GENERAL MEETING AT
SHANGHAI.

A general meeting of the Cotton Millowners' Association of China was held on September 30th at the offices of Messrs. Jardine, Matheson & Co., Ltd.

Mr. C. W. Beswick, who presided, said they now found themselves with a balance in hand of just over \$5,000, part of which would be devoted to a practical object for furthering the interests of all concerned in the cotton industry in China. "As you are aware," he proceeded, "we are co-operating with our friends the Cotton Anti-Adulteration Association—and are guaranteeing a similar sum with them, viz. \$2,000 per annum for three years and a share of the expenses etc. to provide an expert (under the auspices of the Nanking University) to assist in experimental work and propaganda for the improvement of cultivation in China. This gentleman, Mr. John R. Grimm, of Tempe, Arizona, has recently arrived and is now engaged in inspecting some of the principal cotton producing districts in China. We trust that his work will be well supported by all concerned—particularly the Chinese Government—in order that the Chinese farmers can be induced to improve the quality of their cotton and also greatly increase the quantity which is vitally necessary in view of the expansion which is now taking place in the cotton manufacturing industry in China.

The Revised Import Tariff of China came into force in August last, and whilst the Excise on the majority of the products of the cotton mills has not been changed, there are one or two articles that are affected by an increased levy, but it is hoped that representations now being made in Peking will result in only the old dues being charged.

A SHORT-SIGHTED POLICY.

The increase in the duty on imported raw cotton from 0.0 to 50 Haikwan can-darens per picul is another instance of the short-sighted policy of the Chinese Government. At the time the revision of the tariff was under discussion, Messrs. Pearce and Kerfoot, of our Association, visited the chairman of the Commission, Admiral Tait Tingchiai, and explained in detail what the effect would be raising the import duty on raw cotton, because the export duty was unchanged, it would enable other countries to deplete the China supply, and we should be compelled to purchase raw cotton from India and America to make up the deficit, and the increased duty would also be a heavier charge on the American cotton required for the finer cloths to the detriment of the local industry. As you are aware, raw cotton is on the free list in Japan, and in view of the enormous growth of the cotton trade in that country, it would appear to be well worth the while of the Chinese Government to do all in their power to foster the industry here.

The report and accounts were passed, and the following gentlemen were elected to the committee for the ensuing year: Messrs. E. C. Pearce, C. W. Beswick, J. M. Flynn, C. Nich. K. Otani and B. Sakagawa.

HONGKONG TRAMWAY CO., LTD.

The approximate statement of traffic receipts for the week ending October 4th is as follows:—

	Receipts for week	Aggregate for 40 weeks
This Year	\$15,580	588,907
Last Year	15,747	552,096
Increase	133	36,811
Decrease	158	36,811

A DOG IN THE MANGER.

A passenger alighted from a ricksha in Queen's Road early yesterday morning and hailed a coolie to take his luggage to a shop. A coolie answered the call, but the remuneration offered was not sufficiently attractive to command his services. Another coolie, however, was willing to earn a few cents and undertook to carry the luggage. The first coolie became annoyed at this and assaulted the "blackleg" with a bamboo-pole dipped in fifth. A policeman arrived on the scene, and took the two men before Mr. N. L. Smith at the Magistracy, yesterday, who bound them over in \$50 each to keep the peace for six months.

SCISSORS AND PEPPER.

Two Chinese were walking along Kowloon City Road early yesterday morning when they saw a detective and broke into a run. Suspecting that something was amiss, the detective gave chase. He arrested one of the men and found in his possession a pair of scissors and a bottle of pepper.

At the Magistracy, yesterday, when the prisoner was charged with being in possession of an offensive weapon, he stated that the scissors and the pepper belonged to the man who had escaped. Mr. Smith passed sentence of three months' hard labour.

POSSESSION OF BURGLARIOUS IMPLEMENTS.

A man who had been banished from the Colony for life returned and attempted to break into a house in Conduit Road. A Chinese constable arrested him and found him in possession of several burglarious implements. The man was sentenced at the Magistracy, yesterday, to twelve months' hard labour.

CANTON NEWS.

CANTON, October 7th.

PEACE PROSPECTS.
In consequence of the resignation of Tong Shiu-yi, chief of the Southern peace envoys, the Peking Government has ordered the Northern envoys to agree to the postponement of the Shanghai conference and to await further instructions. The M.P.s in Canton have again requested the Military Government to allow Tong Shiu-yi to resign, and to discontinue the peace negotiations with the Peking Government. The M.P.s have also announced that they are in favour of again making war on the Peking Government on the ground that the Northern leaders are not desirous of peace. It is reported that the Peking Government is considering the appointment of King Sun-jun as chief of the Northern peace envoys if Shun Chun-huen is appointed chief of the Southern envoys. King Sun-jun has been on the staff of Shun Chun-huen, so that they will be acceptable to one another.

THE SUNKEN GUNBOATS.
The gunboat Kwang Kung, which was blown ashore off Kiangchow by a gale, has been refloated and towed to Canton for repairs. As the other gunboats, Kwang Kung and Kwang Lee, which were sunk off the Luchow coast, appear as if they could be easily refloated at low-tide, steps are to be taken to this end.

MILITARY MATTERS.
Owing to reports of the increase of troops in Fukien and Kiangnan, the Military Government has requested the Premier in Peking to explain these proceedings.

It is stated that the Tachun after consultation with the leaders, has decided to reduce the number of the military forces in the province. Demobilisation is to be commenced shortly.

THE STUDENTS' AGITATION.
The Tachun invited certain officials, leading merchants and the principals of the schools to his yamen to discuss the best way of dealing with the students. The Superintendent of Police proposed further arrests, but this proposal was rejected as likely to give rise to a more serious situation. Other proposals were considered but no definite decision was made.

The big stores have recently expressed regret at the arrest of the students at the request and have invited the students to inspect their stocks of goods at any time. The boycott of these companies is to be removed as soon as they promise not to deal in "low grade goods."

REVIVAL OF INDUSTRY.
It is stated that, at the invitation of the Treasurer, a certain rich merchant has returned from Singapore to Canton to create and revive the industries of the province. The authorities are proposing to establish an industrial bureau and appoint the merchant as Commissioner to take charge of it.

It is stated that the Tachun intends to transfer Li Fook-lam, Defence Commissioner of Canton and Waichow, to Kiangchow, and Shun Hung-yung, Defence Commissioner of Kiangchow, to Canton.

THROWING STONES.

CHINESE YOUTHS' AMUSEMENT.

At the Magistracy, yesterday, a Chinese youth was charged with throwing stones into a house in Spring Garden Lane.

Defendant stated that it was a case of mistaken identity. He did not throw the stones; some other boys were the culprits. Inspector Kent stated that there was a gang of youths, who went into Spring Garden Lane at night and threw stones at the inmates of the houses and their visitors.

Mr. Lindell: A novel sort of occupation. What's the idea?

Inspector Kent: Merely to annoy the inmates.

A Chinese girl stated that while she was entertaining some American sailors on Monday night a stone was thrown into the premises. She ran into the street and noticed defendant escaping. There were a number of other boys, but she did not notice them throwing stones. A Chinese constable arrested defendant.

At this stage Inspector Kent produced several large pieces of rock. Defendant, on noticing them, exclaimed: I only threw a small stone.

Mr. Lindell: You admit it now?

Defendant: Yes.

Inspector Kent: This sort of thing started three nights ago. I do not know why.

Mr. Lindell (to defendant, who was not as tall as the dock he was standing in): How old are you?—Defendant: 13 years.

What? You are telling lies. You are only 15 years. Eight strokes of the cane in court.

Another youth was charged with throwing stones at an American Petty officer of the Helena, M. W. Salt.

Complainant stated that while he was walking along Spring Garden Lane he noticed defendant throwing a stone at him. He seized the boy and wanted to give him a cold-water bath, when a policeman came up and took the boy to the station.

Lindell (to the boy): You, also, will have eight strokes in Court.

THE TALE OF A PIG.

A LOVING OLD WOMAN AND A BRUTAL OLD BACHELOR.

An old woman living in the New Territories bred nice, fat pigs. She was a kind old soul and looked after her animals well. Her neighbour was a crusty old bachelor who, though fond of pork, was not partial to pigs. One day when the old woman went marketing the bachelor kicked a sow and, as a consequence, she gave birth to six sucklings before the proper time. The sucklings died and the woman naturally held her neighbour responsible and had him arrested.

At the Magistracy, yesterday, when the man was charged with cruelty to a pig, the woman tearfully assured the Magistrate that "the pigs were loved by me."

Mr. Smith ordered the man to pay \$10 compensation to the woman, who said she would purchase new pigs with it.

INTIMATIONS

G. R.
NOTICE.

ALL Persons, with the exception of persons of Chinese race, wishing to leave the Colony must have in their possession a VALID PASSPORT. Passengers not in possession of passports will not be allowed to leave the Colony.

All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1916.

Forms of Registration, giving the particulars required, may be obtained at the G.P.O. and at all Police Stations. The Penalty for non-compliance is a fine not exceeding \$50.

E. D. O. WOLFE,
Captain Superintendent of Police.
Hongkong, September 2nd, 1919. [30]

SANITARY BOARD OFFICE.
HONGKONG.

To the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 3 of the DOMESTIC CLEANLINESS and VENTILATION BY-LAWS (as amended), every Domestic Building or part of such Building within the EASTERN Division of the City of Victoria, and the EASTERN Division of Kowloon and New Kowloon, occupied by Members of more than one family, except those within the European Reservation or in Kowloon South of Austin Road or those parts of a Domestic Building used as a Shop, Office or Godown, must be CLEANSSED and LIME-WASHED THROUGHOUT by the owners during the months of October and November.

N.B.—The word "throughout" used in this Notice means that the House should be Lime-washed in respect of all the Walls of each Room, all Cubicles, Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Boof in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard must have its containing walls, Lime-washed up to the level of the First Floor.

Carred, Painted or Polished Woodwork in good condition, however, need not be Lime-washed, but must be CLEANSSED.

The Board is prepared to remove FREE OF CHARGE a limited number of Buildings in these Divisions, OWNERS who desire to avail themselves of this offer should apply in writing to the Secretary on or before the 7th of October.

Choice among applicants will be in the absolute discretion of the President.

The EASTERN Division of the City of Victoria is bounded on the West by Gilman Street and Peel Street.

Kowloon is divided into the EASTERN and WESTERN Divisions by Nathan Road and a straight line drawn from the north end through the Yau-mai service Reservoir to the Northern Boundary of Kowloon.

C. M. W. REYNOLDS,
Secretary.
Signed this 1st day of October, 1919. [1315]

TO LET, FURNISHED.

FIVE-ROOMED VILLA, at Kowloon.

Apply—Box 1352,
Care of "Daily Press" Office.
[1352]

TO LET.

A SHOP in Nathan Road, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE
CO., LTD.,
Alexandra Buildings
81

TO LET.

10, Des Vœux Road

HALF SPACE OF STORE, may be used, as Office at moderate rent. For terms etc.
Apply—22, Lee House St.
[1271]

TO LET (UNFURNISHED).

NO. 46, "STOWFORD, No. 2," Bonham Road, in excellent condition.
Address—Care of "Daily Press" Office.
[1269]

FOR SALE.

"MOUNT GOUGH" No. 131, The Peak. 8-Roomed House with Large Garden.
Apply—
LOXLEY & CO.,
York Buildings.
1255

FOR SALE.

FIVE-ROOMED HOUSE at the Peak
Apply to—
Messrs. HASTINGS & HASTINGS,
Solicitors,
No. 8 Des Vœux Road Central.
[1232]

FRANCH LESSONS

G. MOUSSON,

15, MORRISON HILL ROAD.

[61]

NEW ADVERTISEMENTS

TO LET, FURNISHED.
N.O. 12, THE PRINCE, for 18 months from about November 1st, next Six Rooms, Radiators, Grass Lawn Tennis Court.
Apply—
PALMER & TURNER,
Alexandra Buildings,
1355

GOVERNMENT BILLS, ETC.

TENDERS FOR SPECIE current in TIENTSIN, up to and for the sum of \$500,000 current in Tientsin, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11.30 A.M. on October 9th, 1919.
The amount accepted is to be placed by the Tenderer to the credit of an account with the HONGKONG AND SHANGHAI BANKING CORPORATION, Tientsin, so as to be available on October 10th, 1919.
Persons tendering to state
The amount of Dollars current in Tientsin per 2100 for Telegraphic Transfer on the London Commission of H.M. Treasury, London.
The tenders to be in duplicate, and in sealed covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS, ETC."
The right to accept or reject any or all of the tenders is reserved.
Copies of Forms of Tender can be had on application.
Persons tendering for (Bills) are hereby notified that having regard to the provisions of the Act 23 George III, Cap. 45 and 41, George III, Cap. 52, the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract, thereby made for the allotment of such (Bills).
The provisions in question do not apply to Contracts entered into by any incorporated Company in its corporate capacity and made for the general benefit of the Company.
Any further information can be obtained by personal application to the TREASURY CHEST OFFICER, A.P.D.
F. J. THURSHY-PELHAM, Lt.-Col.,
Treasury Chest Officer, A.P.D.,
His Majesty's Treasury Office,
Hongkong, October 7th, 1919. [1355]

"GLEN" LINE OF STEAMERS, LTD.
NOTICE TO CONSIGNEES
FROM UNITED KINGDOM, COLOMBO and STRAITS.
THE Motorship
"GLENADE"
having arrived from the above ports. Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.
Goods not cleared by Oct. 14th, 1919, at 5 P.M., will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on Oct. 14th, 1919, at 10 A.M.
Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, October 7th, 1919. [1358]

INDO-CHINA STEAM NAVIGATION CO., LTD.
NOTICE TO CONSIGNEES
FROM KOBE
THE Steamship
"CHAKSANG"
having arrived from the above ports. Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the Wharves delivery may be obtained.
Goods not cleared by Oct. 13th, will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on Oct. 14th, 1919, at 10 A.M.
Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, October 7th, 1919. [1358]

INDO-CHINA STEAM NAVIGATION CO., LTD.
NOTICE TO CONSIGNEES
FROM CALCUTTA, PENANG AND SINGAPORE
THE Steamship
"YATSHING"
having arrived from above ports. Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.
Goods not cleared by Oct. 14th, will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on Oct. 14th, 1919, at 10 A.M.
Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, October 7th, 1919. [1358]

INDO-CHINA STEAM NAVIGATION CO., LTD.
NOTICE TO CONSIGNEES
FROM CALCUTTA, PENANG AND SINGAPORE
THE Steamship
"YATSHING"
having arrived from above ports. Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.
Goods not cleared by Oct. 14th, will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on Oct. 14th, 1919, at 10 A.M.
Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, October 7th, 1919. [1358]

INDO-CHINA STEAM NAVIGATION CO., LTD.
NOTICE TO CONSIGNEES
FROM CALCUTTA, PENANG AND SINGAPORE
THE Steamship
"YATSHING"
having arrived from above ports. Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.
Goods not cleared by Oct. 14th, will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on Oct. 14th, 1919, at 10 A.M.
Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, October 7th, 1919. [1358]

INDO-CHINA STEAM NAVIGATION CO., LTD.
NOTICE TO CONSIGNEES
FROM CALCUTTA, PENANG AND SINGAPORE
THE Steamship
"YATSHING"
having arrived from above ports. Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.
Goods not cleared by Oct. 14th, will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on Oct. 14th, 1919, at 10 A.M.
Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, October 7th, 1919. [1358]

INDO-CHINA STEAM NAVIGATION CO., LTD.
NOTICE TO CONSIGNEES
FROM CALCUTTA, PENANG AND SINGAPORE
THE Steamship
"YATSHING"
having arrived from above ports. Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.
Goods not cleared by Oct. 14th, will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on Oct. 14th, 1919, at 10 A.M.
Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, October 7th, 1919. [1358]

INDO-CHINA STEAM NAVIGATION CO., LTD.
NOTICE TO CONSIGNEES
FROM CALCUTTA, PENANG AND SINGAPORE
THE Steamship
"YATSHING"
having arrived from above ports. Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.
Goods not cleared by Oct. 14th, will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on Oct. 14th, 1919, at 10 A.M.
Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, October 7th, 1919. [1358]

INDO-CHINA STEAM NAVIGATION CO., LTD.
NOTICE TO CONSIGNEES
FROM CALCUTTA, PENANG AND SINGAPORE
THE Steamship
"YATSHING"
having arrived from above ports. Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.
Goods not cleared by Oct. 14th, will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on Oct. 14th, 1919, at 10 A.M.
Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, October 7th, 1919. [1358]

INDO-CHINA STEAM NAVIGATION CO., LTD.
NOTICE TO CONSIGNEES
FROM CALCUTTA, PENANG AND SINGAPORE
THE Steamship
"YATSHING"
having arrived from above ports. Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.
Goods not cleared by Oct. 14th, will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on Oct. 14th, 1919, at 10 A.M.
Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, October 7th, 1919. [1358]

NEW ADVERTISEMENTS

BUNKER COAL
SILIMPON (SEBATTIK) COAL
THE ONLY BRITISH COAL ON THE HONGKONG MARKET.
THIS COAL is imported direct from the Mines in British North Borneo. It is a high-class Steam Coal, very economical, and equal to Best Japanese Lump. It is easy burning, of high calorific value, and equally suitable for Marine or Land Boilers.
Prices on application to—
BRADLEY & CO., LTD.,
Sole Agents,
THE COWIE HARBOUR COAL CO., LTD.,
1357

NOTICE TO CONSIGNEES.
OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.
CONSIGNEES per Company's Steamer
"LYCAON"
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after Oct. 4th.
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.
No claim will be admitted after the Goods have left the steamer's Godown and all goods remaining undelivered after Oct. 10th, will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before Oct. 24th, or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents,
Hongkong, October 4th, 1919. [1344]

NOTICE TO CONSIGNEES.
OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.
CONSIGNEES per Company's Steamer
"TELEMACHUS"
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after Oct. 4th.
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.
No claim will be admitted after the Goods have left the steamer's Godown and all goods remaining undelivered after Oct. 10th, will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before Oct. 24th, or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents,
Hongkong, October 4th, 1919. [1345]

NOTICE TO CONSIGNEES.
OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.
CONSIGNEES per Company's Steamer
"PELEUS"
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after Oct. 6th.
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.
No claim will be admitted after the Goods have left the steamer's Godown and all goods remaining undelivered after Oct. 8th, will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before Oct. 27th, or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents,
Hongkong, October 4th, 1919. [1348]

NOTICE TO CONSIGNEES.
OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.
CONSIGNEES per Company's Steamer
"PELEUS"
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after Oct. 6th.
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.
No claim will be admitted after the Goods have left the steamer's Godown and all goods remaining undelivered after Oct. 8th, will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before Oct. 27th, or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents,
Hongkong, October 4th, 1919. [1348]

NOTICE TO CONSIGNEES.
OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.
CONSIGNEES per Company's Steamer
"PELEUS"
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after Oct. 6th.
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.
No claim will be admitted after the Goods have left the steamer's Godown and all goods remaining undelivered after Oct. 8th, will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before Oct. 27th, or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents,
Hongkong, October 4th, 1919. [1348]

NOTICE TO CONSIGNEES.
OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.
CONSIGNEES per Company's Steamer
"PELEUS"
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after Oct. 6th.
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.
No claim will be admitted after the Goods have left the steamer's Godown and all goods remaining undelivered after Oct. 8th, will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before Oct. 27th, or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents,
Hongkong, October 4th, 1919. [1348]

NOTICE TO CONSIGNEES.
OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.
CONSIGNEES per Company's Steamer
"PELEUS"
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after Oct. 6th.
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.
No claim will be admitted after the Goods have left the steamer's Godown and all goods remaining undelivered after Oct. 8th, will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before Oct. 27th, or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents,
Hongkong, October 4th, 1919. [1348]

NOTICE TO CONSIGNEES.
OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.
CONSIGNEES per Company's Steamer
"PELEUS"
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after Oct. 6th.
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.
No claim will be admitted after the Goods have left the steamer's Godown and all goods remaining undelivered after Oct. 8th, will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before Oct. 27th, or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents,
Hongkong, October 4th, 1919. [1348]

NOTICE TO CONSIGNEES.
OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.
CONSIGNEES per Company's Steamer
"PELEUS"
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after Oct. 6th.
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.
No claim will be admitted after the Goods have left the steamer's Godown and all goods remaining undelivered after Oct. 8th, will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before Oct. 27th, or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents,
Hongkong, October 4th, 1919. [1348]

NOTICE TO CONSIGNEES.
OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.
CONSIGNEES per Company's Steamer
"PELEUS"
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after Oct. 6th.
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.
No claim will be admitted after the Goods have left the steamer's Godown and all goods remaining undelivered after Oct. 8th, will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before Oct. 27th, or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents,
Hongkong, October 4th, 1919. [1348]

NOTICE TO CONSIGNEES.
OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.
CONSIGNEES per Company's Steamer
"PELEUS"
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after Oct. 6th.
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.
No claim will be admitted after the Goods have left the steamer's Godown and all goods remaining undelivered after Oct. 8th, will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before Oct. 27th, or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents,
Hongkong, October 4th, 1919. [1348]

NOTICE TO CONSIGNEES.
OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.
CONSIGNEES per Company's Steamer
"PELEUS"
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after Oct. 6th.
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.
No claim will be admitted after the Goods have left the steamer's Godown and all goods remaining undelivered after Oct. 8th, will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before Oct. 27th, or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents,
Hongkong, October 4th, 1919. [1348]

INTIMATIONS

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING OF HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED, will be held at the Hongkong Hotel on the 10th day of October, 1919, at Noon, when the subject of the resolution, which was passed at the Extraordinary General Meeting of the Company held on the 24th day of September, 1919, will be submitted for confirmation as a Special Resolution.
That the New Articles already approved by this meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing "Articles thereof".
Dated the 30th day of September, 1919, Hongkong.
By Order of the Board,
G. RAPP,
Secretary.

THE DAIRY FARM ICE AND COLD STORAGE CO., LTD.
NOTICE TO SHAREHOLDERS.
THE TWENTY-THIRD ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on SATURDAY, 11th day of OCTOBER, 1919, at 12.30 o'clock in the afternoon, for the purpose of presenting the Report of the Directors and Statement of Accounts to the 31st July, 1919, and of the TRANSFER BOOKS of the Company will be CLOSED from October 1st to 11th, 1919, both days inclusive.
By Order,
M. MANUK,
Secretary.
Hongkong, September 22nd, 1919. [1322]

THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.
THE THIRTY-EIGHTH ORDINARY GENERAL MEETING OF THE Company will be held at the Office of the General Manager, Messrs. JARDINE, MATHESON & Co., Ltd., Pender Street, Hongkong, on FRIDAY, OCTOBER 17th, at Noon, for the purpose of receiving the Report of the Directors, passing the Accounts and electing Directors and Auditors.
THE TRANSFER BOOKS of the Company will be CLOSED from October 11th to October 31st, both days inclusive.
By Order of the Board,
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, October 2nd, 1919. [1330]

GULA-KALUMPONG RUBBER ESTATE, LIMITED.
NOTICE IS HEREBY GIVEN that the SHARE REGISTRATION of the above Company will be CLOSED from 29th September to 17th October, 1919, both days inclusive.
LOWE, BINGHAM & MATTHEWS,
Colonial Register.
Hongkong, September 29th, 1919. [1311]

NOTICE TO CONSIGNEES.
SS. "ARCHER," VOY. 2-OUT.
FROM SAN FRANCISCO AND MANILA.
THE above-mentioned vessel having arrived from the above-mentioned ports, Consignees of cargo are hereby informed that their Cargo will be landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignee's risk.
Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.
All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Oct. 7th, at 10 A.M., and Oct. 8th, at 10 A.M.
No claim will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after Oct. 8th, will be subject to rent.
No Fire Insurance whatever will be effected.
Consignees are requested to send in their Bills of Lading for countersignature immediately.
PACIFIC MAIL STEAMSHIP COMPANY, As Operators, U.S. SHIPPING BOARD, Hongkong, October 2nd, 1919. [1333]

NOTICE TO CONSIGNEES.
SS. "ECUADOR," VOY. 14-OUT.
FROM SAN FRANCISCO, HONOLULU, JAPAN PORT, SHANGHAI AND MANILA.
THE above-mentioned vessel having arrived from the above-mentioned ports, Consignees of cargo are hereby informed that their Cargo will be landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignee's risk.
Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.
All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Oct. 10th, at 10 A.M., and Oct. 11th, at 10 A.M.
No claim will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after Oct. 11th, will be subject to rent.
No Fire Insurance whatever will be effected.
Consignees are requested to send in their Bills of Lading for countersignature immediately.
PACIFIC MAIL STEAMSHIP COMPANY, As Operators, U.S. SHIPPING BOARD, Hongkong, October 4th, 1919. [1346]

THE above-mentioned vessel having arrived from the above-mentioned ports, Consignees of cargo are hereby informed that their Cargo will be landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignee's risk.
Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.
All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Oct. 10th, at 10 A.M., and Oct. 11th, at 10 A.M.
No claim will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after Oct. 11th, will be subject to rent.
No Fire Insurance whatever will be effected.
Consignees are requested to send in their Bills of Lading for countersignature immediately.
PACIFIC MAIL STEAMSHIP COMPANY, As Operators, U.S. SHIPPING BOARD, Hongkong, October 4th, 1919. [1346]

THE above-mentioned vessel having arrived from the above-mentioned ports, Consignees of cargo are hereby informed that their Cargo will be landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignee's risk.
Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.
All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Oct. 10th, at 10 A.M., and Oct. 11th, at 10 A.M.
No claim will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after Oct. 11th, will be subject to rent.
No Fire Insurance whatever will be effected.
Consignees are requested to send in their Bills of Lading for countersignature immediately.
PACIFIC MAIL STEAMSHIP COMPANY, As Operators, U.S. SHIPPING BOARD, Hongkong, October 4th, 1919. [1346]

THE above-mentioned vessel having arrived from the above-mentioned ports, Consignees of cargo are hereby informed that their Cargo will be landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignee's risk.
Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.
All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Oct. 10th, at 10 A.M., and Oct. 11th, at 10 A.M.
No claim will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after Oct. 11th, will be subject to rent.
No Fire Insurance whatever will be effected.
Consignees are requested to send in their Bills of Lading for countersignature immediately.
PACIFIC MAIL STEAMSHIP COMPANY, As Operators, U.S. SHIPPING BOARD, Hongkong, October 4th, 1919. [1346]

THE above-mentioned vessel having arrived from the above-mentioned ports, Consignees of cargo are hereby informed that their Cargo will be landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignee's risk.
Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.
All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Oct. 10th, at 10 A.M., and Oct. 11th, at 10 A.M.
No claim will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after Oct. 11th, will be subject to rent.
No Fire Insurance whatever will be effected.
Consignees are requested to send in their Bills of Lading for countersignature immediately.
PACIFIC MAIL STEAMSHIP COMPANY, As Operators, U.S. SHIPPING BOARD, Hongkong, October 4th, 1919. [1346]

THE above-mentioned vessel having arrived from the above-mentioned ports, Consignees of cargo are hereby informed that their Cargo will be landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignee's risk.
Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.
All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Oct. 10th, at 10 A.M., and Oct. 11th, at 10 A.M.
No claim will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after Oct. 11th, will be subject to rent.
No Fire Insurance whatever will be effected.
Consignees are requested to send in their Bills of Lading for countersignature immediately.
PACIFIC MAIL STEAMSHIP COMPANY, As Operators, U.S. SHIPPING BOARD, Hongkong, October 4th, 1919. [1346]

THE above-mentioned vessel having arrived from the above-mentioned ports, Consignees of cargo are hereby informed that their Cargo will be landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignee's risk.
Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.
All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Oct. 10th, at 10 A.M., and Oct. 11th, at 10 A.M.
No claim will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after Oct. 11th, will be subject to rent.
No Fire Insurance whatever will be effected.
Consignees are requested to send in their Bills of Lading for countersignature immediately.
PACIFIC MAIL STEAMSHIP COMPANY, As Operators, U.S. SHIPPING BOARD, Hongkong, October 4th, 1919. [1346]

THE above-mentioned vessel having arrived from the above-mentioned ports, Consignees of cargo are hereby informed that their Cargo will be landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignee's risk.
Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.
All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Oct. 10th, at 10 A.M., and Oct. 11th, at 10 A.M.
No claim will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after Oct. 11th, will be subject to rent.
No Fire Insurance whatever will be effected.
Consignees are requested to send in their Bills of Lading for countersignature immediately.
PACIFIC MAIL STEAMSHIP COMPANY, As Operators, U.S. SHIPPING BOARD, Hongkong, October 4th, 1919. [1346]

INTIMATIONS

HONGKONG GENERAL CHAMBER OF COMMERCE.

CHINESE LANGUAGE SCHOOL.
A BEGINNERS' CLASS will be started on MONDAY, OCTOBER 13th, at 3.15 P.M. at the New School, Junction of Zeland Street and Lee House Street (Masonic Hall Premises).
Intending students are requested to send in their names to the undersigned for enrolment.
By Order,
E. A. M. WILLIAMS,
Secretary.
Hongkong, September 29th, 1919. [1315]

LOST.
A CANARY, If found, kindly return to—
145, THE PRINCE.
[1349]

FOUND.
FOUND in Kowloon at 7 A.M. on Sunday morning, a BRINDLE BULL BITCH, owner please apply to—
BANKER & CO.
[1350]

TO BE SOLD.
THE VALUABLE LEASEHOLD PROPERTY KNOWN AS INLAND LOTS NOS. 1347 and 1362 VICTORIA, HONGKONG TOGETHER WITH THE MESSUAGES, ERECTIONS, AND BUILDINGS THEREON.
INLAND LOT No. 1

THE STRIKE SETTLEMENT: "STRIKE HAS BEEN A LESSON ALL ROUND: LIGHTNING STRIKES MUST INvariably FAIL: "THERE ARE MORE STORMS AHEAD." PRESIDENT WILSON'S CONDITION. "THE RUSSIANS CAN NOW LOOK AFTER THEMSELVES."

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

THE ARMISTICE.

NO BITTERNESS LEFT BEHIND.

LONDON, October 6th.
Perhaps the outstanding feature of the settlement is the fact that it leaves no bitterness behind. As a negotiator remarked after the conference, "We are going to resume work together more amicably than in recent months for the general welfare of the State."

Tributes are being paid on all sides to the Premier and the "conciliatory" work of the Trade Union conference. Where intervention as mediators in an industrial dispute is unprecedented in history.

Curiously enough, up to the present the most extreme advocates of "direct action" have been the foremost pacifists.

There is now little apprehension of a "timid" strike in the event of the failure of the nationalisation of mines, a deputing in regard to which "shortly" waits on the Premier.

The hope is expressed that the emergency system of road transport, which was most successful, will be continued, if only to relieve the congestion at the ports. Business men, interviewed in Liverpool, said that no serious damage had been done commercially or industrially, though an "irretrievable" blow might have been struck to the country if the strike had continued.

Nevertheless, it is roughly estimated that the nation lost £50,000,000 owing to the closing down of works and the stoppage of production.

Trade bills to be paid by the Government will probably reach £1,000,000 daily. The Union of Railwaymen lost £200,000.

BRITISH PRESS COMMENT.

"EVERY REASON TO BE PROUD OF OUR COUNTRY."

LONDON, October 6th.
The Daily Mail says that we have every reason to be proud of our country. The people rose to the menacing emergency with their customary coolness and adaptability.

The railwaymen behaved well. The Government was ready, firm, and active. Mr. Thomas has done the nation a service by proving that a national strike was bound to break down.

"THERE ARE MORE STORMS AHEAD."

The Times states that it is no occasion for exultation, or talk of victory, or defeat. The only victors are the public. There are more storms ahead, but the railway strike has been a lesson all round. The men who ordered the strike reckoned without the determined resistance of the public and the development of other means of transport. An irresponsible strike is doomed.

Another lesson is for the Government and its officials, who failed to grasp the irresistible social change towards the higher economic and social status of all wage-earners.

THE GOOD SERVICE OF THE NATION.
The Daily Telegraph congratulates the Government on its courage and energy, and the nation on its good sense and determination in rallying to the service of the State. It hopes that the lesson of the futility, and disaster of national strikes has been learnt.

A TRIBUTE TO THE PREMIER.

The Daily Chronicle says that the settlement was due mainly to the personal conduct of the Premier and the commonsense of those Labour leaders who appreciated, in good time, the country's disgust at the strike.

THE INSANITY OF THE STRIKE.

The Morning Post says that the difference between the Government's proposals of September 26th, and October 3th, are immaterial. It shows the insanity of the strike and says that a debt of gratitude is due to the other Trade Unions for refusing to order a sympathetic strike when the railwaymen had been already defeated.

A PEACE WITH HONOUR.

The Daily News says that it is a peace with honour, for the defeat of the Government would have been a disastrous blow to the Constitution, and the defeat of the men would have ruined Trade Unionism. The successful conciliation of the Transport Workers' Federation deserves a mark in the national calendar equally with many a military victory.

GOVERNMENT TO CONTINUE ITS TRANSPORT SERVICE.

LONDON, October 6th.
The railways are not yet running the full service, but it is hoped to practically complete the resumption tomorrow.

Meanwhile, it is announced that the Government motor transport services, which greatly helped to save the situation during the strike, will be continued as an adjunct to the railways until all the congestion in the docks, mines, and manufacturing centres has been removed.

Hyde Park will continue to be the headquarters of the London transport service, and will remain closed for the time being.

BEST NEWS SINCE THE ARMISTICE.

LONDON, October 6th.
The general feeling is that the strike settlement is the best news since the Armistice. The spirit with which the news was received was evidenced at the Albert Hall, where an audience of 5,000 railwaymen standing up, after cheering the appearance of Mr. J. H. Thomas, on the platform, sang "Abide with me" very impressively.

The railwaymen at Penarth held a thanksgiving service. There were scenes of rejoicing at all the great railway centres. There were no disorders.

ORGANISATION OF CITIZEN GUARDS TO CONTINUE.

It is announced that the organisation of the Citizen Guards will continue, though the civic conference in that connection, convened by the Premier for October 7th, has been cancelled.

The earlier convocation of Parliament has been abandoned. The report which was in circulation last night that Sir Eric Geddes has resigned is authoritatively denied.

LIGHTNING STRIKES MUST ALWAYS FAIL.

LONDON, October 6th.
Mr. J. R. Clynes, writing to the Daily News, states that the dispute proved that lightning strikes are more liable to fail than strikes of which notice is given, because the public become indignant when suddenly put to loss and inconvenience. Workmen must learn to look upon the public as a jury whose support must be secured.

AMERICA LIFTS THE EMBARGO.

WASHINGTON, October 6th.
The Shipping Board has lifted the embargo on shipping to Britain owing to the termination of the strike, but is exercising control until the congestion in British ports is removed.

RAILWAYMEN MUST REMAIN SOLID.

LONDON, October 6th.
A great enthusiastic meeting of railwaymen was held to-day at the Albert Hall. Mr. J. H. Thomas said that the railwaymen had come out solid and had remained solid. He wished them to resume work equally solidly.

They did not want to claim a great victory because they could only win a victory over an enemy. They regarded the result as a great honourable settlement, with which everybody must be pleased.

In working out the settlement, Mr. Lloyd George had played a great part. BEFORE THE SETTLEMENT WAS REACHED.

THEIR MAJESTIES' NOVEL JOURNEY.

LONDON, October 6th.
The strike was marked by many picturesque features, none more remarkable in view of traditions of Royal progress, than Their Majesties' motor journey of 347 miles to London from Balmoral.

The King returned earlier than intended, as he was anxious to get into personal touch with his advisers.

In view of the crisis it would not have been impossible to arrange a special train, but Their Majesties preferred to share the experiences of so many of their subjects and travel by road.

Starting at 8.30 a.m. on Friday they took a short cut across the Grampians, over Spital and Gleneshie, through Perth, Strathmore, Lanark and Carlisle, spent Friday night at Lowther Castle, and the guests of Lord and Lady Louisa, and travelled yesterday via Appleby, Lancaster, Grampian, and Hatfield, arriving at Buckingham Palace at five in the afternoon. The crowd at the gates cheered His Majesty on his safe arrival.

The only attendants with Their Majesties were Lord Stamfordham and Colonel Olive Wigram. Princess Mary remained at Balmoral. Princes Albert and Henry left Aberdeen yesterday, and are proceeding to London by an ordinary passenger steamer.

The Royal household travels later on the Royal yacht.

WHEN THE OUTLOOK WAS BLACKEST.
The strike outlook was blackest at midnight on Friday, but was cheerful last night.

The first glimmer of hope appeared through Mr. Thomas' announcement yesterday morning that the Railwaymen's Executive had abandoned the invitation of conducting a campaign in the Province during the weekend, but would remain in London to remove any barrier against the reopening of negotiations.

Then came his announcement, in the evening, that conversations at Downing Street would be resumed to-day. The fourteen mediators seemed very happy after the visit to Downing Street yesterday. Mr. O'Grady delighting his colleagues by singing an Irish song.

EARLY CONVOCATION OF PARLIAMENT URGED.

It is now stated that there is a prospect of the King holding a Privy Council on Monday, and signing a proclamation for the early convocation of Parliament, which many papers are urging very strongly.

PUBLIC ENTHUSIASM DID NOT ABATE.

In the meanwhile, public enthusiasm to maintain the life of the community has not abated; not even war has evoked such a rally of voluntary workers. Peas, treading trolleys and milk churns and perambulators, potatoes are now a familiar sight at the great London terminals, while admirals, colonels, and members of the House of Commons are acting as engine drivers, stokers, signalmen, lamp lighters, van drivers and stablemen.

A certain amount of topsyturvydom is inevitable. For instance, an ex-Sergeant at Marylebone is commanding a fatigues party composed of a major and three captains on leave.

ADMIRALTY THANKS THE BLUEJACKETS.

Hundreds of bluejackets have volunteered for service; this is most valuable, especially at Cardiff, where ship traffic at the docks is now practically normal. The Admiralty has issued a special order thanking the officers and men for the manner in which they came forward to assist the country in an emergency.

DECISIONS THAT LED TO A FASTER SETTLEMENT.
The labourers of the Port of London Authority met yesterday and decided, in no circumstances, to strike even if the leaders ordered it.

A similar resolution was passed by the dockmen at the West India Docks. The "Comrades of the Great War" opened the dock gates at Plymouth, where the dockers had struck yesterday. A meeting of railwaymen at Teignmouth last night was broken up by ex-soldiers and sailors.

REGRETTABLE OUTRAGES.

A more unpleasant feature is the recurrence of outrages. An attempt was made to wreck a train near Fort William by removing fish plates and slowing the line. A surface man who discovered the outrage was assailed with bricks. He escaped and reported the damage in time to save the train. Railway points at Hull were tampered with; the apparatus of a signalbox at New Cross was altered.

The tracks at Cheshire and West Lothian were greased; but all the damage was repaired in each case, preventing a disaster to the crowded trains.

A number of strikers were fined from 40s. to £5 in London, yesterday, for disorder and assault on the workers. One was imprisoned for three weeks for aggravated assault.

A MEMORABLE LUNCHEON.

At the conference at Downing Street on Friday in anticipation of a settlement, luncheon arrived while the delegates were discussing the terms.

The Premier suggested that all should lunch together instead of separating. The meal was a very jovial one.

MUTUAL COMPLAINTS.

After lunch the conference was resumed. At the conclusion, Mr. Thomas, addressing the Premier, expressed the delegates' appreciation of the statesmanlike and impartial way the Premier and Mr. Bonar Law had conducted the negotiations, as well as of their patient consideration.

Mr. Lloyd George acknowledged the compliment by a general speech, admitting that the delegates had met all the arguments in an open-minded and conciliatory manner. He hoped all Labour organisations would approach questions concerning their welfare in the same spirit. They would then enter on a new era of industrial peace and prosperity.

LATEST CABLES.

PRESIDENT WILSON'S ILLNESS.

SLIGHT IMPROVEMENT IN HIS CONDITION.

WASHINGTON, October 6th.
The morning bulletin states that the improvement in President Wilson's condition is slight but noticeable. During President Wilson's illness, Senator Hitchcock has practically the sole control of the Government's fight for the ratification of the Peace Treaty and the League of Nations.

WASHINGTON, October 6th.
A night bulletin states that President Wilson had a restful and fairly comfortable day.

RIOTING IN CHICAGO.

THE HOSPITALS FILLING UP.

INDIANAPOLIS, October 4th.
The Governor of Indiana has ordered eleven companies of militia to East Chicago, where rioting is filling the hospitals.

The Sheriff has informed Governor Gary that the agitators are inciting and straining the steel workers to violence.

TURKEY.

A MILITARY PREMIER.

CONSTANTINOPLE, October 6th.
General Ali Riza Pasha has formed a new Cabinet. Mustafa Rehid Pasha becomes Foreign Minister. The Sultan has ordered the holding of elections and the summoning of Parliament.

THE WAR ON BOLSHIEVISM.

RUSSIANS CAN NOW LOOK AFTER THEMSELVES.

LONDON, October 6th.
General Ironside arrived at Liverpool to-day, from Archangel. Asked in regard to the position in Russia he said: "I think that a damn sight too much has been said already. We have finished our job. I think the Russians can now look after themselves."

EARLIER CABLES.

GENERAL JADWIN SAFE.

LONDON, October 6th.
The Morning Post correspondent at Warsaw states that General Jadwin has reached the Polish frontier accompanied by Lieut. Bowe. They are proceeding to Psk.

ECONOMIC POSITION SURVEYED.

BY PRESIDENT OF YOKOHAMA SPECIE BANK.

Mr. Nakaji Kajiwara, President of the Yokohama Specie Bank, gave an interesting survey of economic and industrial conditions at home and abroad during the earlier part of the present year in his business report at the meeting of the bank last month.

The clouded atmosphere created in Japan's economic world by the signing of the armistice last fall still prevailed during the term, said this report. As a result Japan's foreign trade was affected and imports far exceeded exports. However, Japan's position in the international money market remained favourable. In April the general aspect of the economic world began to take a turn for the better and toward the close of the term under review all went well.

It gives me great pleasure, Mr. Kajiwara stated, to observe that the banks are contemplating strengthening their positions either by amalgamation or by an increase of capital, and I would furthermore point out that the new method adopted by the Bank of Japan of discounting foreign bills accepted by the banks has been a stimulant in no little degree to the financing of foreign trade as well as to the creation of a discount market in Japan.

Turning to Japan's foreign commerce the President stated that the result of the half year's trade was in favour of imports; exports having fallen off while imports increased. The decrease in exports was due principally to the stagnation of business following the signing of the armistice and pending the Peace Conference at Paris.

ARMISTICE KEPT CONDITIONS.

"During the war," said Mr. Kajiwara, "various embargoes and a shortage of bottoms tended to restrict imports, but after the armistice was signed conditions became somewhat easier, enabling old orders as well as newly-placed ones to be filled in large numbers. Another contributing factor to the increase in imports was the high price of rice, which caused the importation of quantities of foodstuffs and manures, while owing to the good prospects of the cotton mills, raw cotton was imported to a largely increased extent."

Touching on the condition of Europe during the term President Kajiwara observed that England's export trade had begun to revive, but that country's position in international commerce remained adverse. It being anticipated that till the end of this year the unfavourable balance would reach £700,000,000 to £800,000,000. The value of pounds sterling accordingly came down rapidly, and the latest quotations as low as \$4.30 in New York. As regards France, Belgium and other European countries Mr. Kajiwara observed that Italy and Belgium have been less affected than France, and the recovery of the industries and commerce of each of these countries may possibly be said to depend to no small degree upon the actual payment received from Germany as an indemnity, as well as on the flotation of new loans and the establishment of credits in foreign countries.

The activity of America's industry, commerce, and finance was wonderful and had no precedent in history. As an evidence of the wonderful development of America's finance he pointed to the consistent attitude of America in lifting its embargo on gold and silver.

CONDITIONS IN THE ORIENT.

Turning to the Orient Mr. Kajiwara pointed out the slackness of trade in India and Hongkong and the stringency of money in these places. In China the political strife between the North and the South continued with the result that the people remained unsettled. Consequently notwithstanding the rise in the price of silver, conditions did not favour imports, said the President. "During the first three months, as a result of the armistice, foreign trade was not in a flourishing condition, but in April matters improved and exports to Europe, the United States and Japan became active. Subsequently, the sale of imported goods was satisfactory until in May demonstrations for the boycott of Japanese goods occurred in connection with the Shantung question in a large number of places both North and South, those at Shanghai and Tientsin being the most violent. In June our transactions at both those places practically ceased, thereby affecting to no small degree the trade between the two countries."

Afterwards, the demonstrations outwardly subsided as the result of the intervention of the Chinese Government, but were nevertheless still being carried on surreptitiously at the end of the half-year. Shanghai money market continued tight, and in the early part of the year the stock of silver carried amounted to 10,000,000 in taels and 13,000,000 in Mexican dollars. However, on May 6th, the United States Government removed the embargo on the export of silver, which led to an increase on the stock of silver in taels and Mexican dollars to 25,000,000 and 15,000,000 respectively and relieved the situation for the time being, but at the end of the half-year the stock had decreased again to taels 20,000,000 and Mexican dollars 12,000,000 and money again became tight. It may be observed that the causes of the scarcity of funds in China are the large export of silver bullion from Shanghai to India in 1918 and 1917 and the embargo by every country on the export of silver, which prevented China from obtaining the necessary supplies, while the general high price of commodities also led to silver drifting into the interior.

(Continued at foot of next column.)

PLENTY OF ORDERS. MERCHANTS' OPTIMISM ON BRITISH FOREIGN TRADE.

Gloomy predictions about Britain's export trade are controverted by a member of the War Office Advisory Committee of Supply in an interview with a Daily Chronicle representative.

As a member of an important firm doing a world-wide business, he is qualified to speak with authority, and his conclusions are:

"Plenty of orders are reaching this country. The principal difficulty is to obtain delivery of machinery."

The home market is stagnant because of the disposal of Government surplus.

"We shall secure all the trade with which we are equipped to deal."

His views with regard to under production are that the war has resulted in:

The best men bettering themselves. The "rotter" becoming lazier than ever.

The former, he says, have learnt the necessity for being precise; they have benefited from military discipline.

The other class have acquired the art of malingering and shirking. They must be educated and taught how mechanical means cheapen and increase production.

ONE MILLION ORDERS.

"There is no four," he states, "that America is going to capture our trade in woollens, cottons, and linens. I have just dealt with an order for over £50,000 worth of soft goods for South America. We are now supplying more cotton goods than our share of the trade was in pre-war days."

Plenty of orders are coming to this country. Yorkshire for woollens, Manchester for cottons, and Lancashire for stockings—these need never fear that they will be ousted from the world's markets."

The woollen trade in Yorkshire is working for all it is worth. It can only produce more by increased labour or longer hours. There are still numbers of men to come back from the Army, and in trade generally female labour is being more and more utilized.

Before the war a great many orders that we could have got from South America were being placed in Germany or the United States, because we could not deal with them quickly enough here.

U.S.A. ORGANIZED AND EQUIPPED.

"We find the United States competing for trade in which they did not particularly interest themselves before the war. To-day they are fully organized, and with machinery ready to produce. The consequence is that they are ready to take orders. Even now we can get things quicker from America than they can be produced here. But that will end when we get going. Lancashire has been doing very valuable and profitable trade, such as with regard to wool, cotton, stock, etc., in the United States are as high as, if not higher than, in this country."

Where, then, is the competition? America has got to buy its wool from the British Colonies. What advantage has she over Great Britain?

WORLD CALLING FOR SUPPLIES.

"While we were making 40,000,000 yards of linen for aeroplanes, and while 90 per cent of wool and 70 per cent of cotton were being produced for Government purposes, the trade of the world had to be supplied from elsewhere."

The Government were justified in building up huge stocks of material, for we now know when the war would end. On the other hand, the depleted condition of the whole world's stocks of cotton, linen and woollen goods is calling for supply.


"The Government, in disposing of their surplus stock, is now selling against the producer. Why should Manchester expect colossal orders for cotton material when the Government have 25,000,000 yards which they are going to sell?"

The manufacturer cannot but have his cake and eat it. These things have to develop slowly. Once factories are in full swing and can produce material as fast as it is wanted I have no fears for our foreign trade."

DURING THE WAR, THROUGH THE GREAT DEMAND FOR SILVER IN EVERY BELLIGERENT COUNTRY, AND THE CURTAILMENT OF PRODUCTION, THE PRICE HAD A TENDENCY GRADUALLY TO RISE, AND THIS HAD BEEN ESPECIALLY THE CASE SINCE THE PRICE, SINCE WHEN SILVER WENT UP TO 85d., AND THOUGH IT AT ONE TIME WENT DOWN AGAIN TO 53d., THE PRICE ROSE AGAIN RECENTLY TO OVER 60d. THIS IS YET ANOTHER CAUSE OF THE SCARCITY OF SILVER IN CHINA WHICH WAS RESPONSIBLE FOR THE TIGHTNESS OF THE SHANGHAI MONEY MARKET.

After reviewing the conditions in Manchuria, Mr. Kajiwara expressed regret at the disturbed conditions of business in Harbin and Siberia as occasioned by the slump in roubles. He pointed also to the huge congestion of cargo at Vladivostok as the result of disturbances in the interior.

Mr. Kajiwara recommended the payment of dividends at the rate of 3.6 per share on the older issues and 3.6 per share on the latest issue. In conclusion he stated that the bank's business was "not better than ever in spite of the fact that the six months had required careful watching and caution on the part of those engaged in the banking business."



Hupmobile

"The Comfort Car"

On the point of economy the Hupmobile Scores High.
This applies to no one phase of performance, but to every phase.

The Price is \$2,400

Sole Exclusivity:
ALEX. ROSS & CO.,
Machinery Department,
4, Des Vaux Road Central,
Telephone 2487.

"ASAHI BEER"



SOLE AGENTS
MITSU BUSSAN KAISHA

SAVARESSE'S
SANTAL
CAPSULES

PHYSICIANS RECOMMEND THEM.
Of all Capsules. Made in London.

THE NEW FRENCH REMEDY
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1 For the treatment of all the diseases of the urinary tract, such as Gleet, Catarrh, etc.
No. 2 For the treatment of all the diseases of the urinary tract, such as Gleet, Catarrh, etc.
No. 3 For the treatment of all the diseases of the urinary tract, such as Gleet, Catarrh, etc.



A little Sal Hepatica taken the first thing in the morning has proved with millions of people practically a specific for sluggish bowels and other intestinal ailments. Mild and palatable, Sal Hepatica can be taken freely by every one, and is always effective.

The All  British

Standard LIGHT CAR

The Car for the Owner-Driver.
Send your enquiry for early delivery to—
AGENTS:
ALEX. ROSS & CO.,
HONGKONG.
STANDARD MOTOR CO., LTD.,
COVENTRY, ENGLAND.



TALKING WITH THE DEAD. BISHOP OF LONDON'S WARNING.

Of all the Memorial Services which have been held in London during the war few perhaps have excelled in simple dignity that which was conducted in Hyde Park on July 27th. by the Bishop of London. It had been arranged by the National Federation of Discharged and Demobilised Sailors and Soldiers (Metropolitan Divisional Council).

Under the canopy of heaven, the oldest temple on earth, a vast congregation of war widows and dependents, ex-Service men, and the general public gathered to pay tribute to those who had fallen in the great war. They were augmented by a great procession of ex-Service men, who had marched from the Embankment, with banners flying and to the music of many bands, conspicuous among which was that of the Irish Guards. Accompanying them were a boys' Naval Brigade and a number of Boy Scouts. The band of the Federation Headquarters, "The Broken Heroes' Band," every member of which is partially disabled through the war, supplied the music in the Park.

The Bishop of London (Dr. A. F. Winnington-Ingram) was accompanied on the platform by Prebendary Carlile, of the Church Army, and Commissioner Napp, of the Salvation Army, who recited some of the prayers, by the Mayor of Chelsea, who read the Lesson, and by the Mayors of Paddington and Kensington, Dr. Swinstead, Mr. E. Baldwin, Chief Marshal, Mr. McArthur, Chief Steward, and Mr. A. W. Leonard. The service began with the hymn, "O God, our help in ages past." After the reading of the Lesson, the memorial of the dead, a white pylon surmounted by a wreath and decked with purple ribbons was brought on the platform, and the Bishop of London, commanding the congregation to stand, recited the following: "Let us remember with thanksgiving, and with all honour before God and men, the officers, non-commissioned officers, and men, who have been enrolled in his Majesty's Forces who have died giving their lives in the service of their country."

THE MOTHER'S VISION.

In the course of his address, delivered from a drumhead, the Bishop of London said that they were assembled in memory of 100,000 dead soldiers and 57,000 dead sailors. He was out with his regiment at Beachy Head on the Sunday before war was declared, and when it was ordered back for the defence of London his terror was that when it came to the point we might not be true to the glorious traditions of our race. If we had stood aside we should have been disgraced before heaven and earth. In spite of the awful cost, every true patriot was glad that we had plunged to the help of the weak against the strong. He would say to the bereaved that they should see their loved ones again. Were the dead far from them? No. He knew the case of a boy of nineteen who was killed by falling 13,000 feet from a shattered aeroplane. Shortly afterwards his mother saw his form, wondrously bright, come up to her, and she felt his arms around her, and his lips on hers. And then in a voice of indescribable tenderness the boy said: "No mummy, I am not allowed to come back to you on earth again," and vanished.

NO SPIRITUALISM.

Our faith, continued the preacher, did not depend on these visions, but they enforced what we were promised. The husband, brother, or son, was exactly the same five minutes after death as he was before. Have nothing to do, said the Bishop of London, with this attempted communication with the dead. He believed such attempts were leading many away. He believed himself that it was a sin to seek to know what one could not know. Let great scientists, let Sir Oliver Lodge and Dr. Conan Doyle, do what they liked, but do not let the ordinary mourner spend his hours in trying to get into communication with the dead. Trust God, and God as revealed in Jesus Christ, and he would have a rock to stand on that would make him sure his dear ones were his for ever.

At the conclusion of the address the Bishop of London pronounced the Benediction. The Last Post, and the Reveille were sounded, and the service ended with the singing of the National Anthem.

ORIGIN OF CAP AND GOWN.

The custom of wearing caps and gowns at universities has its origin in mediæval ceremony.

The old cathedral schools of Europe which were established in the seventh century were the precursors of those early universities founded in the 13th century to meet the increased demand for instruction in the higher branches of knowledge.

In the early days of the University of Paris the chancellor of the cathedral on the Ile de la Cité issued the licences to teach, and when the student entered upon the performance of his duties as a duly licensed teacher, his emancipation from the bachelorhood was symbolized by placing on his head a cap or biretta, which ceremony was performed by his former instructor. The present day custom of giving a hood when an honorary degree is conferred, is, therefore, but an outgrowth of this mediæval ceremony. It was but natural that the early universities should preserve as their academic dress an adaptation of the monk's robe with its cowl or hood. Such were at first a mark of profound learning and were worn by doctors of divinity and graduates, but later, undergraduates were entitled to wear them.

At Oxford and Cambridge, where the order of things doth not change with each succeeding generation, the same type of gowns have been worn since the beginning of the seventh century.

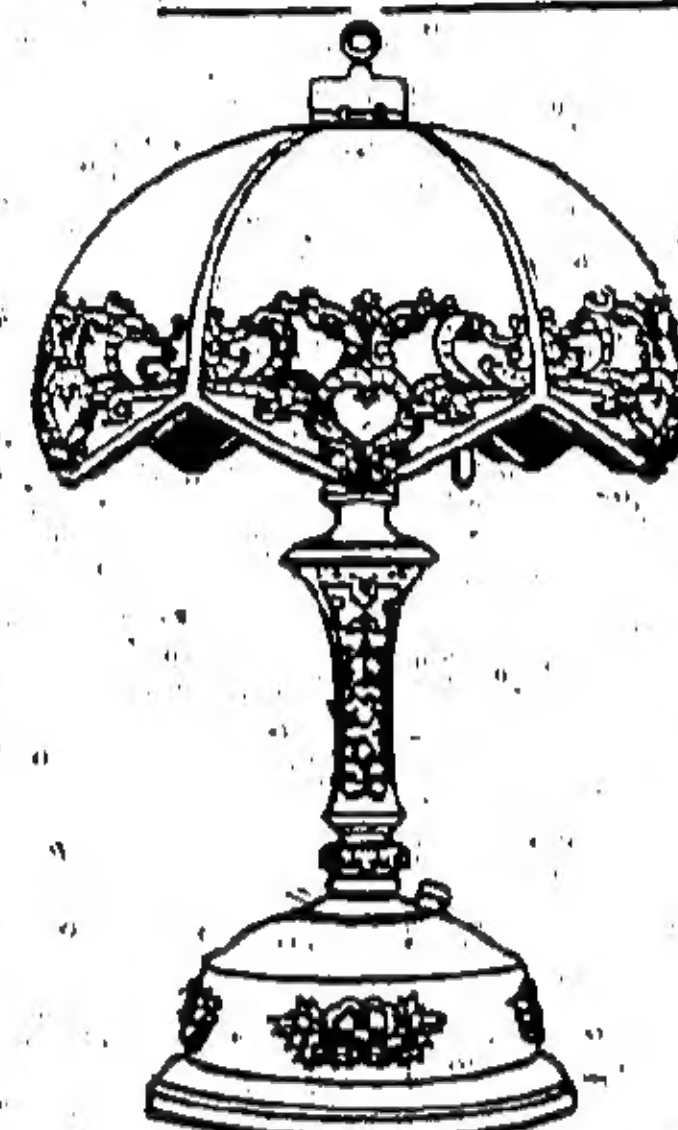
Pianos for Hire

\$10 per Month

Robinson's

FOR THE RIVAL OF SUNLIGHT BUY A "POWERLIGHT"

Artistic
&
Economical



Burns 97% Air
and 3% Kerosene
or Gasoline.

Costs one-eighth of a cent per hour of fuel.
Absolutely impossible to explode.
No Smoke or Odour.

For Particulars apply to
HOGG, KARANJIA & CO., LTD.
1A, Chater Road. Phone 2354.

Everything You Want

for the home, office, farm, school or hospital—Groceries, Dry Goods, Clothing, Furniture, Hardware, Electrical Goods, Gas Engines, Auto Supplies, Bicycles, Farm Implements, etc., etc.—is illustrated in our handsome 500-page catalogue. Let us send you a free copy and show you how you can save money by buying from us, and what a wonderful variety of styles and prices we offer for your selection.

Owing to the rapid growth of our business in the Far East and the greatly increased demand for our catalogue, we now keep a supply of our latest issue at the following offices:

Montgomery Ward & Co.
Manila, Philippine Islands
American Express Co.
Shanghai, China
Arnold Bros. & Co.
Hongkong, China

**Write Today to
the Nearest Office
for a Free Copy
of This Book**

We guarantee that any merchandise purchased from us will be found upon arrival to be exactly as described in the catalogue. We also guarantee safe arrival—that is to say, we hold ourselves strictly responsible for any merchandise stolen or damaged in transit.

MONTGOMERY WARD & CO.
Chicago, U. S. A.

HORLICK'S MALTED MILK

(MALTED BARLEY, WHEAT,
AND PURE FULL-CREAM MILK).


The Food Drink with all the Virtues.

1. Generates force and sustains it.
2. Gives strength and maintains it.
3. Easily digested and completely absorbed.
4. Delicious and refreshing.
5. Ready in a moment.
6. Suits all ages and conditions.
7. Keeps in all climates.

Supplied by all Chemists and Stores.

Also available in Tablet form to be dissolved in the mouth.

HORLICK'S MALTED MILK CO., SLOUGH, BUCKS, ENG.



THORNYCROFT

JOHN A. THORNYCROFT & CO., LIMITED,
SHIPBUILDERS AND ENGINEERS,
LONDON, SOUTHAMPTON AND BIRMINGHAM.

Shanghai Office: 65, Szechuen Road.

MARINE MOTORS AND MOTOR BOATS.
MOTOR LIGHTING AND PUMPING SETS.
SHALLOW DRAFT STEAMERS.
THORNYCROFT OIL FUEL SYSTEM.

Commercial, High-speed and Pleasure Craft.

THORNYCROFT WATER-TUBE BOILERS.
THORNYCROFT MOTOR VEHICLES.

Our Motor Engineer and our Naval Architect, both Thornycroft experts, now resident in Shanghai, will give attention to all inquiries.

Early deliveries can be made of 15-h.p., 30-h.p., 45-h.p., and 70-h.p. Kerosene Marine Engines.

R. K. ROXBURGH,
Manager for China.

PARLIAMENT OF HUSTLE SEVEN YEARS' WORK IN SEVEN MONTHS

[BY CHARLES T. KING.]

The gentle old parliamentary cabaret, creaking and leisurely, has become this session a super Rolls-Royce, and as members went off from Westminster on August 19th, for a two months' recess they could at least feel that the legislative machine had achieved record production.

In output of great practical measures this session has produced in seven months far more than the pre-war work of seven years. The reason is that there has been no Opposition, that all piny screams of protest or attempts at obstruction or tinkering have gone down before the massed Coalition hosts in the division lobbies, and the best have held together because we are not yet out of the human, financial, and industrial morass of the war. So the House of Commons has passed almost all the great measures of reconstruction placed before it by the Government.

When one remembers that before the war a year was a "Home Rule Bill year" or a "Welsh Church Bill year" or a year of some other one or two Bills that did not matter a brass farthing to the hearths, homes, wages, food, leisure, pleasure, or well-being of the English people, one realises the amazing character of the practical legislative output of the few months that have sped since the new Parliament met in February.

THE FOLLOWING BILLS, among others, have passed into law this session:

Transport Bill.—Seeks to galvanise our roads, railways, waterways, docks, ports, tramways, and harbours into new life in order to distribute and export quickly in the enormous renaissance of British industry which we shall attain if we are calm and united.

Health Bill.—Sets up Ministry of Health, and seeks to do away with the condition of things in which, in a crisis of the war, we were deprived of a million strong Englishmen through avoidable untidiness.

Housing Bill.—Stimulates local authorities to set up housing schemes and provide State money to make up the difference between the rent that the working classes can pay and the rent that would pay those who, in these abnormal times, build houses. No chance at present of an economic rent.

Disabled Men's Facilities for Employment Bill.—Seeks to smooth the way for more employment for men disabled in the war.

Civil Contingencies Fund Bill.—Gives the Government power to spend scores of millions quickly on vast stores of overseas food and other things.

Police Bill.—Deals with the machinery by which the police may lay all grievances before the authorities, but forbids them to join a political trade union.

Imperial Preference Budget Bill.—Sets up the beginnings of a fiscal reform for which the Dominions have asked, and raises colossal sums in this country by taxation.

Coal Mines Bill.—Gives statutory force to four agreements.

Coal Industry Commission Bill.—Sets up the great Commission, some of the recommendations of which are to be carried out this autumn.

Profiteering Bill.—Sets up central and local tribunals to see what portions of the high prices are unavoidable, and what portions are due to cruel profiteering. No probability of this Bill bringing down prices generally with a run. The Government information is that a vast amount of the high cost of things has nothing whatever to do with profiteering.

War Loan Bill.—Gave the Chancellor of the Exchequer legal powers in the recent loan.

Restoration of Pre-War Practices Bill.—An arrangement with Labour for 1914 conditions with differences.

Welsh Church Temporalities Bill.—Seeks to end an old and aching controversy with the help of the eternal fountain of the bottomless British Treasury.

Treaty of Peace Bill.—Perhaps the greatest reconstruction measure of the session.

Consolidated Fund Bill.—Authorises the Government to take from the coffers of the State some hundreds of millions for all sorts of fighting and other services.

In addition the Bill to find land for reconstruction—the Acquisition of Land (Assessment of Compensation) Bill—and the Forest Bill and the Land Settlement Facilitator Bill have passed into law.

Other Bills of practical importance have been introduced this session, including those toning up our patent laws and the trade marks regulations. The Women's Charter (the Sex Disqualification Removal Bill) has passed the House of Lords and is awaiting detail attacks in the Commons in the autumn. The Electricity Supply Bill is also held up until the autumn.

The motto of this Parliament, instilled into it by the Government and by the powerful competition of great virile competing countries overseas, is expressed in the familiar phrase, "Get on or get out."

THE MOTTO OF THIS PARLIAMENT, instilled into it by the Government and by the powerful competition of great virile competing countries overseas, is expressed in the familiar phrase, "Get on or get out."

THE MOTTO OF THIS PARLIAMENT, instilled into it by the Government and by the powerful competition of great virile competing countries overseas, is expressed in the familiar phrase, "Get on or get out."

THE MOTTO OF THIS PARLIAMENT, instilled into it by the Government and by the powerful competition of great virile competing countries overseas, is expressed in the familiar phrase, "Get on or get out."

THE MOTTO OF THIS PARLIAMENT, instilled into it by the Government and by the powerful competition of great virile competing countries overseas, is expressed in the familiar phrase, "Get on or get out."

THE MOTTO OF THIS PARLIAMENT, instilled into it by the Government and by the powerful competition of great virile competing countries overseas, is expressed in the familiar phrase, "Get on or get out."

THE MOTTO OF THIS PARLIAMENT, instilled into it by the Government and by the powerful competition of great virile competing countries overseas, is expressed in the familiar phrase, "Get on or get out."

THE MOTTO OF THIS PARLIAMENT, instilled into it by the Government and by the powerful competition of great virile competing countries overseas, is expressed in the familiar phrase, "Get on or get out."

THE MOTTO OF THIS PARLIAMENT, instilled into it by the Government and by the powerful competition of great virile competing countries overseas, is expressed in the familiar phrase, "Get on or get out."

THE MOTTO OF THIS PARLIAMENT, instilled into it by the Government and by the powerful competition of great virile competing countries overseas, is expressed in the familiar phrase, "Get on or get out."

THE MOTTO OF THIS PARLIAMENT, instilled into it by the Government and by the powerful competition of great virile competing countries overseas, is expressed in the familiar phrase, "Get on or get out."

THE MOTTO OF THIS PARLIAMENT, instilled into it by the Government and by the powerful competition of great virile competing countries overseas, is expressed in the familiar phrase, "Get on or get out."

THE MOTTO OF THIS PARLIAMENT, instilled into it by the Government and by the powerful competition of great virile competing countries overseas, is expressed in the familiar phrase, "Get on or get out."

THE MOTTO OF THIS PARLIAMENT, instilled into it by the Government and by the powerful competition of great virile competing countries overseas, is expressed in the familiar phrase, "Get on or get out."

THE MOTTO OF THIS PARLIAMENT, instilled into it by the Government and by the powerful competition of great virile competing countries overseas, is expressed in the familiar phrase, "Get on or get out."

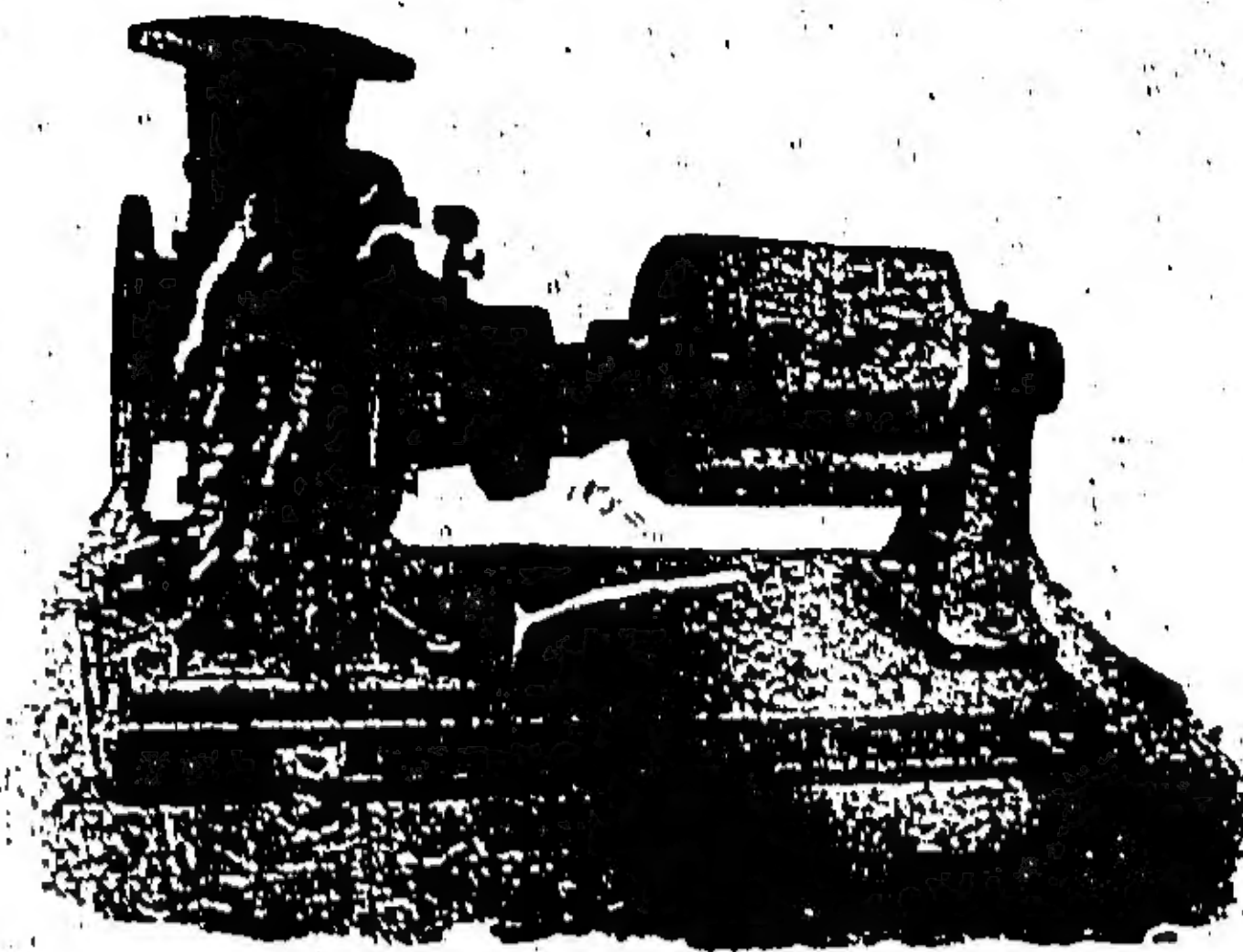
THE MOTTO OF THIS PARLIAMENT, instilled into it by the Government and by the powerful competition of great virile competing countries overseas, is expressed in the familiar phrase, "Get on or get out."

THE MOTTO OF THIS PARLIAMENT, instilled into it by the Government and by the powerful competition of great virile competing countries overseas, is expressed in the familiar phrase, "Get on or get out."

CENTRIFUGAL PUMPS

2-in. 3-in.

4-in. 5-in.



In Stock

T. E. M. A., Shanghai

Importers and Engineers

2 North Soochow Road Telephone North 462/3

SHEWAN, TOMES & CO.

MOTOR DEPARTMENT.

Distributors for

COLE DODGE & OLDSMOBILE Cars,
FEDERAL Trucks—FISK Tires.

HARLEY-DAVIDSON Motorcycles.

ARROW BRENNAN JACOBSEN MEITZ
RED WING ROBERTS & VENN-
SEVERIN Marine engines.

We stock Spare Parts also carry a complete line of
Auto-Accessories and Motorboat Fittings.

Motor Car Storage

Repairs of all descriptions under European supervision.
Re-painting a speciality.

Inquires and Inspection Invited.

Call at our Motor Garage
(No. 7, Russell St. or Phone 659.)

FONSECA'S SHERRY

BOTTLED IN SPAIN

FINE OLOROSO SHERRY

\$2.75 per bot. \$30.00 per case.

CHOICE OLD AMONTILADO

\$3.25 per bot. \$35.00 per case.

LANE, CRAWFORD & CO.

HONGKONG.

THE SUBMARINES AND

BOVRIL



During the War food supplies were greatly restricted in the United Kingdom owing to the submarine blockade, and Bovril was so indispensable to the soldiers, wounded, and the people that it had to be retained in the British Isles, where it is made, or sent to the fighting fronts.

Fresh supplies of Bovril have now arrived and there is no longer any need to make shift with substitutes which lack its unique vital and energizing properties.

Bovril is the food whose body-building powers have been proved by independent scientific experiments to be from 10 to 20 times the amount taken.

P. & O.S.N. COY.

THE Twin Screw

S.S. "PRINZESSIN"

will be despatched from Hongkong on or about OCTOBER 21st.

Taking THROUGH PASSENGERS

& CARGO to

MARSEILLES & LONDON.

For Passage and Freight apply to—

MACKINNON MACKENZIE & CO.,

22, Des Voeux Road Central.

S. K. TSAN & CO.

HONGKONG & SWATOW.

公 WHOLESALE AND RETAIL 成

司 Swatow Drawn Thread Work, 順

Canton Embroidery, Grass Cloth,

Filet, Cluny, Point Crochet Lace

and Silk Fancy Goods, etc., etc.

54, QUEEN'S ROAD CENTRAL,

HONGKONG.



KEATINGS
LOZENGES

cure the worst Cough

HALF A CENTURY REPUTATIONS

DR. LECLERC'S PILLS FOR THE

LIVER & KIDNEYS

Available for diseases of these important organs

Gravel, Pains in the Back, Gout, Rheumatism, Ac.

Piles, Haemorrhoids, or constipation. DR. LE

CLERC'S PILLS, CO., EASTWICK ROAD, N.W.,

LONDON, ENGLAND. Depot: Paris, 12, Rue

CASTELLONS; New York, 90, BEEKMAN STREET;

Toronto, LYMAN, LTD.; Australia, 221, Pitt Street;

Sydney and Brisbane: NEW ZEALAND DRUG CO.

120, Auckland; Christchurch, Dunedin, Welling

ton, India, E. K. PAUL & Co., Calcutta.

1160

1160

1160

1160

1160

1160

1160

1160

1160

1160

1160

1160

1160

1160

1160

TABAQUERIA FILIPINA

HIGH-CLASS TOBACCONISTS.

WE BEG TO NOTIFY OUR CUSTOMERS
THAT OUR STORE IS NOW OPENED AND
INVITE YOUR INSPECTION OF OUR
HIGH-CLASS GRADES OF CIGARS,
CIGARETTES AND TOBACCO.

10, DES VCEUX ROAD CENTRAL,

OPPOSITE KING EDWARD HOTEL.

TABAQUERIA FILIPINA.



IMPORTANT NOTICE.

IN Manufactures the most Important Point is Improvement, and in Dietetics Cleanliness. Science always insists on these Maxims.

Groundnut or Peanut Oil can be used as a substitute for Olive Oil Butter or Lard, but when Slightly Dirty is injurious to health.

In China, by the Ordinary Methods of Extraction, Dirt and Dust are not guarded against: Our Method shows a great advance. By the use of New Machinery and New Methods Scrupulous Cleanliness is Assured.

Our Machinery during the Process Filters the Oil while our Factory is Free from Dust. Our Oil is Clear, Sweet and Fragrant; and Compares most favourably with other Oils used for Culinary purposes: there is no residue.

Prices are moderate so as to induce new business.

Analysis is always given before Shipment to Foreign Countries.

NAM CHAU OIL FACTORY,

Office:—No. 28, Connaught Road West, HONGKONG.

Factory:—No. 26, Kwai Lin Street, SAMSHUIPO.

This Sole Proprietorship of this concern belongs entirely to a Chinese Citizen.

[895]

SHIPPING NEWS

ARRIVALS

October 6th.
Chok Sang, British str., 1,170 tons, Capt. Courtney, from Muli and Japan, with a general cargo. J. M. & Co.
Liensheng, British str., 1,047 tons, Capt. Tullman, from Saigon with a cargo of rice. King Yuen.
Shuen Hing, Japanese str., 1,230 tons, Capt. Kanetaka, from Saigon, with a cargo of rice. O.S.K.
October 7th.
Glengary, British str., 1,170 tons, Capt. F. James, from London, with a general cargo. J. M. & Co.
Honan, French str., 750 tons, Capt. Morvan, from Haiphong, with a general cargo. J. M. & Co.
Koyo Maru, Japanese str., 2,000 tons, Capt. Umetani, from Canton, with ballast. O.S.K.
Olga, American str., 1,000 tons, Capt. Ourlin, from Seattle and Shanghai, with a general cargo. Admiral Line.
Tatung, British str., 1,421 tons, Capt. Mitford, from Calcutta, with a general cargo. J. M. & Co.
Yue Sheng, Chinese str., 300 tons, Capt. Ross, from Swatow, with a general cargo. P. & O.

CLEARANCES

October 6th.
Al Pat Tai, for Quinhon
Bridgton, for Borneo
Dilawan, for Bombay
Glengallach, for Singapore.

Hakushin Maru, for Dairen.
Yama, for Seattle.
Kanpaku, for Haiphong.
Kanpaku, for Shanghai.
Loi Sang, for Dairen.
Nagasaki, for Canton.
Tokoro, for San Francisco.
October 7th.
Chun Tin, for Hoihow.
Yongtun, for Swatow.
Hakshun, for Bangkok.
Koyo Maru, for Keelung.
Toku Maru, for Shanghai.
Teimochu, for Yokohama.
Teimochu, for Shanghai.
Toku Maru, for Shanghai.
Toku Maru, for Shanghai.

SHIPPING MOVEMENTS.

The N.Y.K. s.s. *Kanpaku Maru* (Liverpool line) left Singapore for this port via the Suez Canal on September 17th, and is expected here on October 20th.
The R.M.S. *Empress of Russia* left Vancouver for Hongkong, via Japan ports, Shanghai and Manila, on October 2nd, and is due here on or about October 23rd.
The N.Y.K. s.s. *Shimo Maru* (Bombay line) left Singapore for this port on October 6th, and is expected here on October 13th.
The N.Y.K. s.s. *Yama Maru* (Australia line) left Thursday Island for this port on October 6th, and is expected here on October 13th.
The s.s. *Yue Sheng* sailed from San Francisco on October 3rd, and may be expected to arrive in Hongkong on October 31st.

JAVA-CHINA-JAPAN LIJN
 REGULAR FORTNIGHTLY SERVICE BETWEEN
 JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIBODAS	JAPAN	17th Oct.	19th Oct.	JAVA
TJIKINI	JAVA	22nd Oct.	29th Oct.	SHANGHAI
TJIMANOEK	JAVA	25th Oct.	6th Nov.	JAVA
TJILWONG	JAVA	28th Oct.	2nd Nov.	JAPAN

* Wireless Telegraphy.
 The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
 For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN.
 Telephone No. 1874.
 York Building, 1st Floor.

AMERICAN & ORIENTAL LINE.

S.S. "NANERIC"

will leave for NEW YORK via Panama Canal on October 28th.

For freight apply to—

THE BANK LINE, LTD.,
 General Agents.

FOR NEW YORK

AMERICAN ASIATIC S.S. CO.

S.S. "SLAVIC PRINCE"

will be despatched for NEW YORK via SUEZ CANAL on or about December 1st.

For Freight and further particulars, apply to—

SHEWAN, TOMES & CO.,
 Agents

THE ADMIRAL LINE.
 PACIFIC STEAMSHIP CO.
 TRANS-PACIFIC FREIGHT SERVICE.
 Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

Steamer	Calling at Shanghai and Kobe	About	Oct.
"ICONIUM"	22nd
"SEATTLE SPIRIT"	25th
"WHAKLAND"	1st
"ENDICOTT"	30th
"OREYECOEUB"	20th

For PORTLAND direct.

Steamer	Calling at Shanghai and Kobe	About	Nov.
"HARTLAND"	14th
"NISHIMAH"	30th
"MONTAGUE"	15th

For freight and particulars apply to
THE ADMIRAL LINE.
 [Fifth Floor, Hotel Mansions.]
 Telephone 2477 & 2478.

P. & O.-BRITISH INDIA & APCAR LINES
 (COMPANIES incorporated in ENGLAND).

TO
 STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, AUSTRALASIA, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR
 MARSEILLES AND LONDON
 VIA STRAITS, COLOMBO AND PORT SAID.

SS.	Leave Hongkong about	Due Marseilles about	Due London about
"PRINCESSIN"	11th Oct.	23rd Nov.	1st Dec.
"KHEVA"	1st Nov.	3rd Dec.	12th Dec.
"NOVARA"	7th Dec.	8th Jan.	17th Jan.

FOR BOMBAY VIA STRAITS & COLOMBO.
 Due Bombay about

"DUNERA" 19th Nov. 25th Nov.

FOR CALCUTTA VIA STRAITS & RANGOON.
 SS. [Leave Hongkong about] Due Calcutta

FOR SHANGHAI MOJI KOBE, ETC.
 Due Yokohama about.

SS.	18th Oct.	24th Oct.	29th Oct. (Kobe)	5th Nov. (Shanghai)	21st Nov.
"GREGORY APCAR"
"DUNERA"
"NOVARA"

WIRELESS ON ALL STEAMERS.
 For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.
 22, Des Voeux Road Central HONGKONG.

THE EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LTD.

REGULAR SAILINGS OF MAIL STEAMERS FROM HONGKONG TO AUSTRALIAN PORTS.

Steamer	For	Date of Arrival	Date of Departure
"ST. ALBANS"	Sydney, via Queensland Ports	13th Oct.	Early Nov.
"ST. ALBANS"	Kobe Direct	...	15th 'et.

The above steamers have excellent accommodation for First and Second Saloon Passengers, having been built expressly for Tropical Voyages, and are complete with every modern convenience for Ocean Travelling.
 A duly qualified Surgeon and Stewards are carried on each vessel.
 For Passage Rates and further particulars, apply to—
GIBB, LIVINGSTON & CO.,
 AGENTS

NEW YORK DIRECT.

Joint Service of the
 "BLUE FUNNEL" LINE
 (OCEAN S.S. CO. LTD., and CHINA MUTUAL S.S. CO. LTD.)
 AND
 AMERICAN & MANCHURIAN LINE
 (ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong	via Panama	...	18th Oct.
"EURYMEDON"	7th Nov.
"EURYBATES"	20th Nov.
"EURYCLOCHUS"	30th Nov.
"CITY OF NEWCASTLE"	via Suez	...	30th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.
 Subject to change without notice.

For freight and particulars apply to—
 BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.
 HONGKONG AND CANTON REISS & CO., CANTON.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
KOBE	"YATSHING"	Thurs. 8th Oct., 5 p.m.
STRAITS & CALCUTTA	"CHAKSANG"	Fri. 10th Oct., 3 p.m.
MANILA	"YUENRANG"	Fri. 10th Oct., 3 p.m.
STRAITS & CALCUTTA	"LAISANG"	Thurs. 16th Oct., 3 p.m.
KOBE	"FOESANG"	Fri. 17th Oct., 3 p.m.
MANILA	"LOONGSANG"	Fri. 17th Oct., 3 p.m.

CALCUTTA LINE.—This Line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong as to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and carry a fully qualified Surgeon.

Light and Fast Line.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly, or passengers and cargo, calling at Haiphong when inducement offers.

JOHORE LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

TIENSHIN LINE.—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS. All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage apply to
JARDINE, MATHESON & CO. LTD.
 Telephone No. 215.

LLOYD TRIESTINO
 S.S. "NIPPON"

For SINGAPORE, COLOMBO, PORT SAID AND TRIESTE End of November.
 To be followed by

S.S. "PERSIA"
 S.S. "AFRICA"

For freight or passage apply to—
DODWELL & CO., LIMITED.
 Agents.

CP & OS

SAILINGS
 HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki (*Mojji) Kobe & Yokohama)

From DUK HONGKONG VANCOUVER

STEAMERS	From	Due
Empress of Russia	Oct. 30	Nov. 17
Empress of Japan	Nov. 5	Nov. 26
Empress of Asia	Nov. 27	Dec. 15
Monteagle	Dec. 18	Jan. 12
Empress of Russia	Dec. 25	Jan. 12
Empress of Japan	Dec. 31	Jan. 21
Empress of Asia	Jan. 22	Feb. 9

Passage Fares Hongkong to United Kingdom.

EMPERESS OF RUSSIA	Gold	EMPERESS OF JAPAN	Gold
16,800 Tons Reg.	8,000 Tons Reg.	16,800 Tons Reg.	8,000 Tons Reg.
EMPERESS OF ASIA	8,000 Tons Reg.	EMPERESS OF ASIA	8,000 Tons Reg.
16,800 Tons Reg.	8,000 Tons Reg.	16,800 Tons Reg.	8,000 Tons Reg.

Fares subject to change without notice.

Registrations for Passage for Season 1920 now being made.

For particulars regarding passage, for freight rates and through bills of lading, and reservation of accommodation, also itineraries, apply to the General Agent, P. & O. Line, Ltd., 10, NORTH BRIDGE, HONGKONG. Telephone 122. J. H. WALLACE, General Agent.

CANADIAN PACIFIC OCEAN SERVICES

BANKER & CO.

WEST RIVER PASSENGER SERVICE.

THE M/S "KONG NING" (Captain Wilks), will leave the Young Tai Hing Wharf (Connaught Road West) at 5 P.M. on Sept. 8th for WUCHOW via West River Ports.

This vessel has excellent European accommodation for first-class passengers, and was built expressly for the West River trade, being fitted with electric light and fans and is complete with every modern convenience.

An excellent table is provided.

Owing to the lack of hotel accommodation in Wuchow passengers taking the round trip will be allowed to remain on board the vessel without extra charge.

For freight and passage apply to—
BANKER & CO.,
 1st Floor Hotel Mansions.

Or Messrs. THOMAS COOK & SONS, Passenger Agents. 1313

GLEN AND SHIRE

Joint Service of Steamers.
 U.K. STRAITS, CHINA & JAPAN SERVICE.

Vessel	Leave Hongkong	Discharges
"CARDIGANSHIRE"	18th Oct.	18th Oct.
"CARMARTHENSHIRE"	20th Oct.	20th Oct.
"GLENGYLE"	22nd Oct.	22nd Oct.
"GLENGAFF"	24th Oct.	24th Oct.

Vessel	Leave Hongkong	Discharges
"GLENGAFF"	18th November	18th Nov.
"CARMARTHENSHIRE"	20th November	20th Nov.
"CARDIGANSHIRE"	22nd November	22nd Nov.
"CARMARTHENSHIRE"	24th November	24th Nov.

Movements are subject to change without notice.

For freight or further particulars please apply to—
Jardine, Matheson & Co., Ltd.

AGENTS: The Glen Line, Ltd.; The Royal Mail Steam Packet Co.; Owners of "Shire" Line.

Tel. No. 215, sub. ex. 23.

Y. K. K.



YAMASHITA KISEN KAISHA

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1...	REGULAR SERVICE FOR
NANYO MARU No. 2...	FREIGHT BETWEEN
NANYO MARU No. 3...	HONGKONG, BANGKOK
RODEGAUHA MARU...	AND OR
KYODO MARU No. 13...	SINGAPORE.
TAMON MARU No. 1...	
ASOBAN MARU...	
CHIEAN MARU...	

FOR PARTICULARS PLEASE APPLY TO—
M. KOBAYASHI,
 Agents.

7th, 14th and 15th. 1st Floor, King's Building.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to SHIRAZ, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to SHIRAZ, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

"ELLERMAN" LINE.

(NIPPON & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SWATOW and BANGKOK	"KANOWH"	On 8th Oct, 9 A.M.
HONGKONG, PAKHOI and HOIPONG	"KAIPOH"	On 8th Oct, 10 A.M.
SHANGHAI	"KUNMING"	On 8th Oct, Noon.
SHANGHAI and TSINGTAO	"TEAN"	On 11th Oct, 4 P.M.
WHAIRAI, CHEFOO, NICHUANG & TAIH "HUICHOW"		On 14th Oct, 3 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Ample Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHEW

AND RETURN.

(Occupying 9 to 10 Days).

"HANTAN"	Capt. A. H. Stewart	FRIDAY,	10th Oct, at 1 P.M.
"WINNEBAUG"	Capt. J. Medina	TUESDAY,	14th Oct, at Noon.
"HAIKONG"	Capt. J. W. Evans	FRIDAY,	17th Oct, at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS

"ECUADOR," "VENEZUELA" AND "COLOMBIA,"

HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KORE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE

SAILINGS FROM HONGKONG at Noon.

S.S. "ECUADOR"	Oct. 8th 1919.
S.S. "COLOMBIA"	Nov. 5th 1919.
S.S. "VENEZUELA"	Dec. 2nd 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration.

Special care is given to the Cuisine, and the attendants on passengers cannot be surpassed.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICE, Ltd.

For further information, literature, schedules, etc., apply to

Telephone 44. (M.P. N.Y. OFFICE in Alexander Building, Chater Road.

P. & O. - BRITISH INDIA & AFGAR LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR MARSEILLES AND LONDON

Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about
PRINZESSIN	21st October	22nd Nov.	1st Dec.
NOVARA	1st November	3rd Dec.	15th Dec.

FOR BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due Bombay about
DONERA	15th Nov.	29th Nov.

FOR CALCUTTA VIA STRAITS & RANGOON.

S.S.	Leave Hongkong about	Due Calcutta about
------	----------------------	--------------------

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	Due Yokohama about
GREGORY AFGAR	19th Oct.	28th Oct. (Kobe)
DONERA	24th Oct.	29th Oct. (Shanghai)
NOVARA	7th Nov.	1st Nov.

Tickets interchangeable. P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company. 1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge. Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DONERIS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here; after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For further information, Passage Fare, Freight, Handbooks, etc., apply to

MAKINNON, MACKENZIE & CO.,
Agents.

12, Des Voeux Road Central, HONGKONG.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU	Tuesday, 14th Oct, at 11 a.m.
SUWA MARU (omitting Manila)	Saturday, 1st Nov., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

SHIDZU KA MARU	Friday, 17th Oct, at Noon.
KAGA MARU	Friday, 31st Oct, at Noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU	Wednesday, 22nd Oct, at 11 a.m.
AKI MARU	Wednesday, 19th November.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, SAN FRANCISCO, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

SHINRYU MARU	Tuesday, 21st October.
TENSHIN MARU	End of October.

CALCUTTA & RANGOON via Singapore & Penang.

KANAGAWA MARU	End of October.
---------------	-----------------

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU	Saturday, 18th Oct, at 11 a.m.
TANGO MARU	Saturday, 22nd Nov., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

AKITA MARU	Thursday, 9th October.
NAGATO MARU (omitting Shanghai)	Tuesday, 14th October.
TAMBA MARU	Saturday, 19th Oct., at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, Rotterdam etc.)

WAKASA MARU (London, Antwerp & Rotterdam)	Sunday, 12th October.
DELAGOA MARU (London, Antwerp & Rotterdam)	Thursday, 23rd October.
TOYOOKA MARU (Marseilles & Liverpool)	End of October.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 222 & 92. S. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons	Leave Hongkong
SHINYO MARU	22,000	Oct. 28th.
PERNIA MARU	9,000	Nov. 14th.
KORFA MARU	20,000	Nov. 28th.
SIBERIA MARU	20,000	Nov. 28th (from Kobe)
NIPPON MARU	11,000	Dec. 6th.
TENYO MARU	22,000	Dec. 18.

* omitting Shanghai

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA and IQUIQUE.

THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
SEIYO MARU	14,000	Nov. 4th.
KIYO MARU	17,000	Jan. 9th, 1920.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by Rail between Ports of Call in Japan free of charge.

For full information as to rates, sailings, etc., apply to—

Telephone 2274 and 2275. T. DAIGO, Manager, King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"SPRINX" 22,000	On or about 29th Oct.
	"ANDRE LEBON" 22,000	On or about 10th Nov.
MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT SAID	"PAUL LECAL" 10,000	On or about 2nd Nov.

MARSEILLE via SUEZ & PORTS "BATAVIA" 20,000 On or about 10th Oct.

SHANGHAI via "SCHARNHORST" On or about 30th Nov.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

J. TOURTET,
Acting Agent,
Queen's Building.

TELEPHONE 740.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"CELEBS MARU" Thursday 30th October.

"ALPS MARU" End of November.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"SEATTLE MARU" Middle of November.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"SAIGON MARU" Wednesday, 22nd October.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service

"SHISEN MARU" Saturday, 1st November.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N.Z. and ADELAIDE.

"MADRAS MARU" Middle of November.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—

Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee & St. Paul Railway.

"MANILA MARU" Wednesday, 15th October.

"AFRICA MARU" Thursday, 13th November.

JAPAN PORTS—Moji, Kobe, Yokohama, Yokohama.

"INDO MARU" Tuesday, 14th October.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers

have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

For TAKAO via SWATOW and AMOY.

"SOSHU MARU" Sunday, 12th Oct., at 9 a.m.

For KEELUNG via SWATOW and AMOY.

"AMARUSA MARU" Tuesday, 14th Oct., at 10 a.m.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745.

33

CHINA MAIL S.S. CO., LTD.

WRIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

15,000 tons, 10,000 tons, 11,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU

"NANKING" Nov. 4th. "CHINA" Nov. 22nd. "NILE" Oct. 11th.

An unsurpassed high-class passenger service.

O. H. BITTER, Freight and Passenger Agent, Prince's Buildings, 100 House Street, Tel. 1942.

